ter to India; if so, what is the model; where it would be located and what will be its use;

(b) whether the US Government have laid down any conditions for the supply and use of the second Super Computer;

(c) whether the first Super Computer is being manned by Indian staff comple tely or there are any Americans associat ed with its functioning; and

(d) whether there are any condiitons laid down for its use by the United States?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI KAMAL MORARKA): (a) The US Government have decided in principle, to issue and export licence for the Second Super Computer, subjet to an agreement of the terms and conditions of the sale. The model is a Cray YMPXEA-132. It will be located at the Indian Institute of Science, Bangalore and it will be used for research in science and engineering.

(b) Ys, Sir. The agreement for the supply and use of the Second Super Com puter is under negotiation.

(c) Yes, Sir, except for the contracted maintenance engineers, who include British and US nationals.

(d) Yes, Sir. The Use of the first Super Computer is governed by an agreement between India and the USA.

Effect of burning oil wells in the Gulf on the Ecological atmosphere of India

394. SHRIMATI VEENA VERMA: SHRI KAPIL VERMA: SHRI S. S. AHLUWAUA: SHRIMATI KAILASHPATI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to stale:

(a) whether Government are aware of the warning of Japanese Oceanographer Professor Yasuhiro Sugimori that the massive oil slick gushing out into the Gulf could drift as far the Bay of Bengal;

(b) whether Government have also studied the impact of layers of smoke likely to emanate from the burning oil wells in the Gulf on the ecological atmosphere ot the country; and

(c) if so, the details (hereof and the re-action of the Government of India thereto?

THE MINISTER OF STATE OF THE-MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI MANEKA GANDHI): (a) and (b) Yes, Sir.

(c) According to the studies made, the current oil slick would mostly dissipate before reaching Indian waters and there is no cause for undue concern regarding the effect of oil-well fues on our atmosphere. However, constant vigil is exercised by the Goverenment in this regard.

Sanction of funds for purchase of vessels

395. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANS-PORT be pleased to state:

(a) whether the growth of shipping in-dustry is hampered due to delay in sanc-tioning of funds for purchase of vessels;

(b) the number of vessels purchased by Shipping Corporation of India and by private shipping corporation during the last three years and time taken in sanctioning of funds for their purchase in each case; and

(c) what steps have been taken or **are** being taken to streamline the procedure to avoid delay in this matter?

THE MINISTER OF WATER RE SOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANU-BHAI KOTADIA): (a) The lack of growth of shipping industry was due to several factors such as recessionary trends in the shipping industry world-wide bev ween 1980 and 1987, rapid increase in the ship prices during certain periods etc. In a small way, the pressure on foreign exchange resour ces of the country has also been a limit ing factor. As regards shin acquisitions by Shipping Corporation of India, in addi tion to the above limiting factors, some delay was caused due to the prescribed Government procedure in respect of pur chases of Public Sector Companies.

(b) Information in regard to Shipping Corporation of India and Private Shipping

Companies is given in Statement I & II, respectively.

(c) With a view to simplify the procedure for acquisition by Shipping Corporation of India, it has been decided that Shipping Corporation of India should submit a block of projects comprising ship acquisition pertaining to 8 particular year/ period, for approval by Government based on indicative prices. Once the approval to the block of projects has been obtained in principle, specific purchase proposals will be submitted for approval of Government which will be accorded with the approval of Ministries of Surface Transport and Finance.

As regards, sanction of funds by Shipping Credit and Investment Company of India Limited for acquisition by Private Shipping Companies, the procedure for loan appraisal and sanction is similar to that of other term lending institutions and is structured and streamlined.

Statement

The vessels purchased by the Shipping Corporation of India during the last 3 *years and the time taken for such purchases*

Vessels Acquired	Vessel type and size	Time taken for sanction of funds
(1) M.T. Motilal Nehru	Crude Tanker 85,429 DWT	About 10 months
(2) M.V. Lok Prem (3) M.V. Lok Prakash	Bulk Carrier 26,714 DWT	About one year and 11 months
(4) M.V. Lok Pratima	Bufk Carrier 26872 DWT	
(5) M.V. Lok Rajeshwari.	Bulk Carrier 26,639 DWT	
(6) M.V. Lok Maheshwari	Bulk Carrier 26,800 DWT	
(7) M.V. Nanga Prabhat . .	LPG/Ammonia Carrier 16,000 DWT	About 10 months

**These vessels were ordered for purchase by some private shipping companies, but due to their inability to pay the full amount Shipping Corpaoration of India was asked by Government to acquire these vessels.

II. *The number of vessels purchased by Private Sector Companies in the Shipping industry during the last* 3 *years*

Type of vessels	No. (1000)	DWT	Time taken for sanction of funds
Tankers	12	358	
Bulk Carriers . General Cargo Vessels Offshore Vessels Other types	20 84 10 *	485 8 24 2	Average time required for the clearance of financial assistance is 4 to 6 weeks.
Total	52	951	

*Indicates Negligible Tonnage.